

Shipping

MERRY PARTY GATHER AT WILHELMINA FESTIVE BOARD

Each evening affairs of state, and sidestepping national or local politics, Governor Walter F. Frear, of the Territory of Hawaii, proved an interested attendant as well as participant at a dinner given on board the good ship Wilhelmina, as that gallant liner neared the port of Honolulu last evening.

Seated at the tables in the pretty dining saloon, were millionaires, officials high in the councils of government, prominent business men, thespians, society folk, globe trotters and settlers who intend making their homes in the Paradise of the Pacific.

One hundred and twenty-four cabin passengers as the guests of Captain Charles Peterson, enjoyed a spread prepared under the supervision of Chief Steward George Faston, which will long remain as a pleasant reminder of a delightful voyage.

Governor Frear as well as several others well known to Honolulu, was called upon for a few remarks. The executive responded in a graceful manner and a salvo of applause followed his little impromptu speech. Pursing Charles Drew declared this morning that the Wilhelmina passengers on Voyage Number 32 were all "five wires."

July Fourth was an occasion for much mirth and joyousness on board. The day was given over to sports program, feasting and in the evening a fancy dress ball, proved a mecca which really banished all thoughts of mal de mer.

The presence of twenty members of the Teles Opera Company was sufficient to insure no lack of talent at the several social sessions held during the six-day voyage from the Golden Gate. It is safe to say that seventy passengers arriving in the liner this morning are tourists. Many well known local people were included in the list of travelers.

Old Neptune favored the present passage of the Wilhelmina to an extent that smooth seas and favorable winds were the rule. The Wilhelmina brought a large general cargo amounting to 4100 tons of which 1300 tons will be carried to Hilo to be discharged at the Hawaii metropolis.

A quantity of steel for construction work at Pearl Harbor is on board, and consigned to the local contractors.

The cabin list numbered 124 passengers, while in the steerage were 16 returning Portuguese and Spaniards who were glad to get back to Hawaii.

A mail from the mainland amounting to 62 sacks was received with the arrival of the liner.

The Wilhelmina is to be dispatched for Hilo on Thursday evening according to the present calculations of Castle & Cooke, the agents.

Floating Whaling Station.

Reports from the north are to the effect that the innovation of a whaling station on the water which was made by Norwegians off the Alaskan coast has been a success. The station was made of the steamer Admirel, which, on its way to the wharves some weeks ago, created considerable excitement while in a gale off Hilo, held by sending out many S. O. S. signals after it had lost its rudder in the heavy sea. Then the Admirel was towed to San Francisco and repaired, having been battered by the storm. The vessel is fitted with refining tanks and is averaging 200 barrels of oil a day. The Admirel is a steamer of 950 tons displacement and was remodeled for service as a whaling station at considerable cost to the Norwegian owners, but reports are that a gratifying revenue will be returned from the investment during the whaling season. The Admirel is among the first vessels to attempt the usual operations attendant upon securing the oil on board, instead of on shore, but next season may see other vessels following the example. A considerable saving can be effected through the new scheme, it is said.

Erna, Well Known Here, Believed Lost.

The German steamer Erna, which called at Honolulu a year ago enroute to the Far East with a shipment of grain that had become damaged in transit from Tacoma, is believed lost according to reports which come from the coast. The vessel has not been heard of since leaving Greenock for St. Johns, N. F., February 28 with a cargo of coal. Little hope is entertained that the steamer will make port, and it is thought probable that it was lost with all hands.

The Erna was purchased last winter by a British firm and was to have been used in the sealing trade. The steamer registered 3,475 tons and was built at Greenock in 1890, with a net valuation of \$125,000. When the Erna plied in and out of the Golden Gate it alternated on the runs with the steamer Ella, both vessels being owned by M. Jensen of Hamburg and flying the German flag.

Diligent inquiry is being made to ascertain when the Erna was last spoken, that some idea may be gained of the fate of the vessel and crew. Indications are that the name of the Erna will be recorded in shipping annals as one of the unexplained mysteries of the sea.

The Erna and Ella were withdrawn

from the Pacific Coast run 18 months ago, after many rumors as to what service they would be placed in. It was said that they had been bought by the Turkish government as transports in the naval service. Both vessels were intended when launched for the Dutch Royal Mail service to the East Indies. In their day, the companion steamers made several fast runs, which are still recalled by seafaring men, one of the notable performances being a spin by the Erna to Santa Cruz in establishing a record that stood for a long time among vessels of its displacement.

Ships' Officers May Have to Telegraph.

The Titanic disaster has focused the public mind upon nothing more vividly than upon the wireless equipment of vessels, its incalculable value, and the necessity for having this department of all vessels adequately staffed. But for the wireless it is clear that not a single person on board the giant liner would have been saved, and the fate of the liner, passengers and crew, would have been left forever shrouded in mystery.

The old salts who have their master's papers are continually giving thanks that they got them in the old days, for every year marks an addition of requirements, and now it seems, from San Francisco reports, that a knowledge of the workings of wireless apparatus is to be added to the tests. The difficulty of the Pacific Mail Company's steamer China in San Francisco, when the operator was incapacitated by nervous prostration and the big steamer had to borrow a man from an oil tanker, seems to have inspired the proposed regulation. The following report from the Examiner of April 2 indicates the feeling concerning the matter of coast shipping circles:

As a result of the wireless equipment of the Pacific Mail liner China being rendered useless by illness of the operator while the vessel was steaming between San Francisco and Honolulu a few weeks ago, it is probable that the requirements of the certificates of certain ship's officers will be greatly changed in the future. It is rumored among shipping men that an effort will be made to induce Congress to provide that the certificate of a mate or master shall include the ability to operate the wireless plant of a vessel.

"It has been pointed out that in the case of the strapping of the Matson steamer Enterprise the only thing that brought the vessel safely back to port so speedily was the presence on board of a good operator. This was also the case with the steamer M. F. Plant and other vessels that have met with accident while out at sea during the last year. It is said that if the operator had been incapacitated from doing duty at the time any of these accidents there would have been no means of communication for assistance, and instead of the "C. Q. D." bringing prompt assistance, nothing would have been heard from the crippled vessels for some time.

Interisland Sailings This Day.

The Kona and Kau liner Kilauwa with a fair list of cabin and deck passengers departed for windward Hawaii ports at noon today. This vessel was liberally supplied with cargo for ports of call on Maui and the Big Island.

The steamer Iwalani, with general cargo and explosives, but no passengers was dispatched at the noon hour for Kawaihae, Mahukona, and Kipahulu. The Iwalani was given a water mail arriving from the mainland.

At five o'clock this evening the Noeau for windward ports and the Kinai for regular Kanai ports will get away. The Noeau carries freight and mails only while a large list of Fourth of July visitors will return home in the Kinai.

The little Mikahala with passengers and general cargo is scheduled to depart for Maui, Molokai and Lanai ports at five o'clock this evening.

Empress of China Sold.

The steamer Empress of China, which, until July 26th last, when she went ashore on Shirahama reef when nearing Yokohama, ran across the Pacific for the Canadian Pacific Railroad Company from 1891 without missing a trip, is to be scrapped for the metal and other material, having been bought from the underwriters by a copper and junk dealer of Yokohama for \$65,500. A number of bidders sought to purchase the steamer, including both foreign firms and Japanese ship owners, the highest price offered by the ship owners being \$60,000. It was estimated that between \$150,000 and \$200,000 would be required to prepare the vessel for sea.

Guernsey Ready for Sea.

The Norwegian freighter Guernsey, which has been discharged of a full shipment of Australian coal, will proceed to sea tomorrow morning, according to the present calculations of Captain Sorensen. The steamer has been lying at the Inter-Island coal wharf. The vessel is to sail for Puget Sound ports.

TIDES—SUN AND MOON

Date	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide
July 8	a.m. 11.48	p.m. 1.13	a.m. 10.04	p.m. 1.13	a.m. 11.48	p.m. 1.13
9	12.30	1.17	11.13	1.50	12.30	1.17
10	1.24	2.0	12.11	2.32	1.24	2.0
11	2.10	2.52	1.04	3.18	2.10	2.52
12	2.52	3.23	1.50	3.58	2.52	3.23
13	3.40	3.4	2.30	4.46	3.40	3.4
14	4.23	2.4	3.25	5.40	4.23	2.4

New moon July 14 at 2:42 a. m.

VESSELS TO AND FROM THE ISLANDS

(Special Cable to Merchants' Exchange.)

Tuesday, July 9, 1912.
SAN FRANCISCO—Arrived, July 9, 1 a. m., S. S. Persia, hence July 2.
SAN FRANCISCO—Arrived, July 9, 7 a. m., S. S. Ventura, hence July 3.
SYDNEY—Arrived, July 9, S. S. Makura, hence June 19.
SUVA, FIJI—Sailed, July 9, S. S. Makura, for Honolulu.

S. S. Lurline sails for San Francisco at 6 p. m.

Mauna Kea Brought Musical Kiddies.

A company of little thespians, who have been playing an engagement at Hilo, returned in the Inter-Island steamer Mauna Kea and according to officers in that ship, were the life of the voyage to Honolulu.

The Mauna Kea met with fine weather on the homeward voyage. A large list of passengers arrived, including several tourist parties who have been viewing the wonders on display at the volcano.

The vessel brought a small cargo including several packages of tank material, a quantity of empties, 6732 pieces of native hard wood, one horse, an auto and 142 packages sundries.

Purser Phillips reports the Kailani at Laupahoehoe and the Helene at Kohala.

The Navy tug Navajo and the American schooner S. T. Alexander were at Hilo during the stay of the Mauna Kea at that port.

Taking eighty cabin passengers from this port, the Pacific Mail liner Korea sailed for San Francisco promptly at ten o'clock this morning. One of the largest crowds to gather at Alakea wharf in many weeks assembled at the departure of the big liner.

One thousand tons Oriental freight was discharged during the stay of the Korea at Honolulu.

With the removal of nearly two hundred Filipino steerage passengers the officers are of the opinion that their troubles from clan fights among the Asiatic passengers are at an end. The Korea carried a large mail destined for the mainland.

The American-Hawaiian freighter Columbian with a large shipment of sugar is to proceed to Kahului, Kapaeha and Hilo this evening, to gather additional consignments of sugar at the several ports of call before proceeding to Salina Cruz. The Columbian is expected will sail for the isthmus of Tehuantepec with the regulation twelve thousand tons sugar.

With a large cargo mainly made up of sugar, and practically all cabin accommodation comfortably filled with passengers, the Matson Navigation steamer Lurline will sail for the coast at six o'clock this evening.

Hawaiian Islands, Kaula Island, previously reported extinguished, was relighted July 5, 1912.

By order of the Commissioner of Lighthouses: Leo Sahn, Lieutenant, U. S. N.

Lack of interest among the Republican voters in the precinct club nominations next Friday night is taken to indicate that the Kihio-Frear fight, heralded by Kihio's statement a few days ago, is not to be openly and actively launched just yet.

SITUATION WANTED.

Young woman stenographer, Coast and local references, desires permanent position or substitute work. Address A. this office. 5283-60d-4t

LOST.

Gold Elk button. Small diamond in center. Liberal reward if returned to Star-Bulletin office. 5283-2t

CHINESE EDITOR AND SUFFRAGISTS APPEAR IN COURT

Decisions will be rendered tomorrow by Police Judge Monsarrat in the cases of Chee Yoo Hing, editor of the Wa Hing Po against seven Chinese women, and seven Chinese women against Chee Yoo Hing, editor of the Wa Hing Po. In both cases, the charge is assault and battery.

The cases have been hanging fire in court ever since seven members of the Chinese Hui, a suffrage organization, accused at an editorial which Chee Yoo Hing wrote in the Wa Hing Po, visited him in his editorial sanctum on Smith street and forced him to give them a written apology. Hing's shirt was torn in the ensuing argument and he is alleged to have received several convincing blows over the head with an umbrella.

HAWAII LOSES ONE CHANCE TO GET STATEHOOD

Hawaiian Republicans could have secured for this Territory a statehood plank in the national convention at Chicago if they had more leeway in handling the vote of the delegation.

This is the statement from the delegates who have returned. "We could have had a statehood plank for the asking, provided we could agree on a trade for our six votes," they say.

The Republican moguls did not pay much attention to Hawaii's pledged six, it is stated, until the six cast their unexpected vote for McGovern. After that the local delegates got much more consideration.

CHIEF CLERK MCGRAIL SUCCEUMBS TO OPERATION

William P. McGrail, chief clerk in the office of the army depot quartermaster, died this morning at the Fort Shafter hospital, following an operation for acute appendicitis, which was performed yesterday.

Although he had lived only about a year in Honolulu, being ordered here in August of last year, Mr. McGrail was well known and universally respected in both official and civilian circles. He is survived by his widow, Mrs. Grace McGrail. The funeral services will be held from St. Clement's church, at 10:30 o'clock tomorrow morning, Rev. F. G. Williams officiating. The remains will be cremated.

Mr. McGrail resided at 1835 Makiki street. He was born in New York City, May 1, 1867, and was a graduate of Manhattan College, of that city. In 1898 McGrail entered the employ of the army quartermaster's department, serving faithfully and efficiently, and rising through the various grades to the responsible position which he held at the time of his death.

OLD LIBEL SUIT AGAINST LOST SHIP CALLED AGAIN

After four years' time, a \$400 suit, against a ship now thought to have passed out of existence, appeared again this morning before Judge Dole in admiralty court. It is a libel brought by Paul Martin, a cook against the American bark Fort George, for maintenance and fees as the result of an accident that occurred in San Francisco harbor in January, 1908.

Just what has become of the vessel no one seems to know. It is reported the bark is out of commission, possibly at the bottom of the sea.

Judge Stanley, one of the attorneys retained as counsel for the defendant, sought a 24-hour further postponement this morning, but Attorney Geo. A. Davis, pleading the already long delay, succeeded in having it set for this afternoon.

Comes now Albert F. Judd, just returned from a trip to the mainland, with the declaration that Honolulu is cleaner, prettier and municipally a

PASSENGERS ARRIVED

Per M. N. S. S. Wilhelmina from Francisco, for Honolulu: Mr. L. Aaron, Mrs. A. M. Aldrich and two children, Mr. and Mrs. J. S. Anderson, Miss Alvin Arville, Miss Violet Atherton, Mr. Otto M. Behr, Mrs. Annie Bird, Mr. Frank Island, Mrs. W. Blaisdell, Mr. and Mrs. L. W. Branch, Miss Edith Bush, Miss Mollie Carson, Miss E. Castle, Mr. Geo. Cheesbro, Miss Eva Crosby, Mr. and Mrs. Jack L. C. Descher, Mr. J. L. Driscoll, Miss Deborah Dyer, Miss Clara Edgerton, Miss M. A. Eggleston, Miss M. V. Elmer, Miss A. M. Ferrell, Miss E. M. Farrell, Mr. and Mrs. Fitz Fields, Miss Dottie Finnerty, Hon. and Mrs. W. F. Frear, maid and two children, Mrs. A. J. Gifford, Miss Clemence Gifford, Mr. Jno. F. Gifford, Miss Josephine Ginnac, Miss Dot Godsey, Mrs. F. T. Grinn, Miss M. Griffith, Mrs. Marshall Grover, Mrs. W. J. Hampton, Judge A. S. Hartwell, Mr. C. A. Hartwell, Miss May Hayward, Miss F. Helman, Mrs. G. V. Jakins, Mr. H. A. Jannoch, Miss Myrtle Jefferson, Mr. A. H. Jungelaus, Mrs. Fannie Kimble, Miss May G. Kimble, Miss Ruby Kimble, Mrs. H. A. Kluegel and son, Miss M. Kluegel, Mr. and Mrs. Chas. Leroy, Mr. Bert Lord, E. J. Lord, Mr. Marion Lord, Mr. B. Lutzig, Mr. Harry Marcel, Miss June Martin, Mr. and Mrs. Ralph Martin, Mr. J. T. McCrosson, Miss E. McGrath, Mr. G. R. McGrath, Mrs. Mary McGrath, Miss Heen S. McMeans, Mr. J. T. Moir, Master Lawrence Morel, Mrs. Edward Murphy, Miss Helen Newbauer, Miss Lillian Newbauer, Mrs. J. H. Newbauer and maid, Master Tommie Newbauer, Miss C. Nilsson, Mr. A. H. Otis, Miss L. A. Parker, Miss M. E. Perley, Miss Eleanor R. Schmidt, Mr. Jos. Schwartz, Miss A. C. Sloan, Miss Edna L. Smith, Mr. and Mrs. J. S. Spitzer, Mr. Lewis Stange, Mrs. Ella Sweeney, Mr. P. A. Swift, Mr. and Mrs. Raymond Teal, Miss Pearl Vivian, Miss G. M. Voell, Miss Alice M. Wadsworth, Mr. Jas. Wakefield, Dr. A. C. Wall, Mr. K. R. G. Wallace, Miss Emma Weaver, Mr. and Mrs. E. O. White, Mr. Chas. Wilcox, Miss E. H. Wilcox, Mr. and Mrs. S. W. Wilcox, Mrs. L. M. Withers, Mr. Lothrop Withington.

Per stmr. Mauna Kea, from Hilo and way ports: J. E. Sheedy, W. H. Hoops, Miss H. Cochran, Mrs. B. Cochran, Miss H. Waite, Miss Douglass, Mrs. R. L. Halsey, Miss M. B. Nicholls, Miss H. Grant, Misses Nelson (2), Misses Duffield (2), J. W. de Ford, N. Lucas, Count Kessynging, Jas. Wilson and wife, Miss J. Martin, Mrs. G. Martin, Miss Peacock, C. L. Tilden, C. L. Tilden, Jr., Miss Seigle, E. Orey, Miss Snook, Mr. E. Du Bois, Mrs. S. Ryan, Mrs. T. Molinelli, Miss M. Ebner, Miss S. Durham, Thos. Dunn and wife, W. R. Farrington, Miss M. Stacker, H. C. Kluegel, Geo. W. Carr, Mrs. G. H. Ruttmann, Miss Bailey, Mrs. C. H. Fairer, T. H. Kelly, Rev. E. G. Silva, Miss H. Polihini, Miss M. Wiggins, W. Blauert, A. L. Case, Miss Lewis, Miss N. Porter, Mrs. M. F. Spinola, and 2 children, Master F. Thompson, Jno. Defor, Mrs. E. Miller, Master J. Campbell, Miss A. Bartels, J. Duggan, Miss Jacobina, Mrs. G. Todd and child, Miss K. Akana, W. H. Heen, E. A. Miller, S. E. Lucas, A. Barap, Miss A. Nakakula, Takashita, Nagata, Mill, H. B. Morris, J. C. Cohen and wife, G. Bromley, C. Sallisbury, J. Barr, B. Laing, Miss J. Casad, Misses Myling (2), Miss B. O'Neill, Miss I. Mitchell, Miss Crawford, Miss L. Mason, Miss Monroe, Miss Kelly, Miss Stoddard, Misses Henry (2), Miss McElire, M. P. Smith, A. Myhre, A. Harrison, H. M. Ayres, Miss F. Boyde, W. Hays, Geo. Dwight, P. Frendo, Miss Nala, A. de Costa, Mrs. I. Desha, Mrs. M. Kahenui, Mrs. J. R. Akana, Miss K. Piliwai, W. Hauwela, Miss M. Naima, Miss K. Apu, Miss K. Kamohu, Miss M. Helela, Mrs. M. Keahi, A. Kalai-hoa and wife, H. Naope and wife, J. Halaole, Roy Z. Mahaula and child, Miss M. Chalmers, M. Chalmers, Rev. J. H. Kalwi, S. Konia, Miss K. Mahaula, Mrs. S. Kalmi, Rev. J. Kama, wife and daughter, Mrs. E. Conradt.

better city to live in than most of those on the mainland.
"New York, San Francisco, Jacksonville, Florida, and a lot more are dirty, and with evidences of neglect not shown in Honolulu," said Mr. Judd this morning. "Honolulu is not a dirty city. It could be somewhat cleaner, but the mainland cities in dirt, in flies, in poor streets, are much worse than this city."

Owing to the great length of Hackfeld wharf with its recent addition the suggestion is forthcoming from a weary salt, that the rapid transit run in a branch line the length of the dock with a five minute car service on steamer days.

ODDS AND ENDS AT THE PORT

The next mail from the mainland is expected to arrive on Friday in the Japanese liner Nippon Maru. The Pacific Mail liner Korea sailing for San Francisco this morning carried a large mail for the mainland. The schooner Repeat in ballast from Honolulu is reported to have arrived at Willapa Harbor on last Friday.

A twenty-day passage from the islands is credited the American barkentine Arago which has arrived at Grays Harbor. In the American schooner A. F. Coates is reported to have sailed from Kahului for Puget Sound ports on last Friday.

The little schooner E. K. Wood, which brought a shipment of lumber to this port, completed the passage to Grays Harbor in sixteen days.

The Japanese steamer Shinyo Maru, departing for San Francisco on July 10th is believed will carry the next mail from the islands to the mainland.

The fourth of July as celebrated on board the Matson Liner Wilhelmina is characterized as a fine affair and one abounding in star spangled banner features.

Lumber consigned to local importers is reported to have left the Columbia river, in the American schooner Prosper, which sailed for Honolulu on last Friday.

A delegation of territorial officials were at Hackfeld wharf this morning to greet Governor W. F. Frear upon his return from the mainland in the Matson Navigation steamer Wilhelmina.

Fuel oil for the local branch of the Associated Oil Company is due to arrive here, within a few days in the American tanker William F. Herpin. The vessel sailed from Gaviota on last Sunday.

Honolulu society was well represented at Hackfeld wharf this morning pending the arrival of the Matson liner Wilhelmina from San Francisco bringing a large number of well known local people.

Two pedigreed doggies were ruthlessly snatched from embracing arms by territorial veterinarians upon the arrival of the Wilhelmina from the coast this morning, and despite remonstrance and a momentary flow of feminine tears, the canines were ordered to the quarantine for a four months detention.

Considerable comment ariseth over the conspicuous absence of the territorial band at the arrival of the Sonoma from the coast yesterday morning owing to the fact that this vessel inaugurated a brand new Hawaiian Australian service, besides giving Ho-

A Wedding Present Worth Giving



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nolulu an extra boat in the regular monthly schedule.

With twelve thousand tons sugar, besides a quantity of preserved pig-pens gathered at the several island ports of call, the American Hawaiian freighter Mexican is reported to have sailed from Hilo for Salina Cruz.

The upper end of the harbor presents a busy scene with the American Hawaiian freighter Columbian, the Matson steamers Lurline and Wilhelmina, besides several sailing and inter-island craft berthed there.

A fatalist walking along the Kwa end of Queen street at the time of arrival of a trans-Pacific steamship may well keep fingers tightly across in threatening a passage through land-gliding and snorting automobiles, and over piles of broken plank and scrap iron, not to mention a careful sidestepping of great holes torn in the planking of the bridge crossing the river at that point.

King George's former gardener and the Windsor Tower housekeeper have just been marcelled and are to settle on a farm in Idaho.

GUCKENHEIM

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If you didn't read in yesterday's Honolulu Star-Bulletin:

- "Masked Burglar in the City"
- "Water Supply Again Low"
- "Race War On S. S. Korea"
- "Capt. Sam Will Get Relief"
- "George Ward's Terrible Fall"
- "Shipping Commissioner - Almy Ousted"
- "Italian Camorrist Found Guilty"
- "International Swimming Here Planned"

You Are

Fourteen Hours

Behind

The Times